

NR Eligible: yes _____
no _____

MARYLAND HISTORICAL TRUST REVIEW					
Eligibility recommended <u> Z </u>			Eligibility not recommended _____		
Criteria:	<u> A </u>	<u> B </u>	<u> C </u>	<u> D </u>	
Considerations:	<u> A </u>	<u> B </u>	<u> C </u>	<u> D </u>	<u> E </u> <u> F </u> <u> G </u> None
Comments: _____ _____ _____					
Reviewer, Office of Preservation Services <u>[Signature]</u>			Date <u>5/30/02</u>		
Reviewer, NR program			Date		

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18th and 19th centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.¹ The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.² One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

The traffic on the pike waned after the mid 19th century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.³ Activity on the road did not pick up again until the early 20th century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20th century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19th century in western Maryland.⁴ In 1914, National Road traveler Robert Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.⁵ The well-developed network of roads and rails enhanced suburban growth around the city.

¹ Scharf, p. 1332.

² Ibid.

³ Ibid. p. 1333.

⁴ Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

⁵ Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001)

MARYLAND HISTORICAL TRUST NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows.'⁶ In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.⁷ Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."⁸ As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20th century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

Bibliography

Bruce, Robert. "The National Road," (National Highway Association, 1916), as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L., *Feldstein's Historic Postcard Album of Allegany County*, Cumberland, MD: Commercial Press Printing Co., 1983.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin. *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

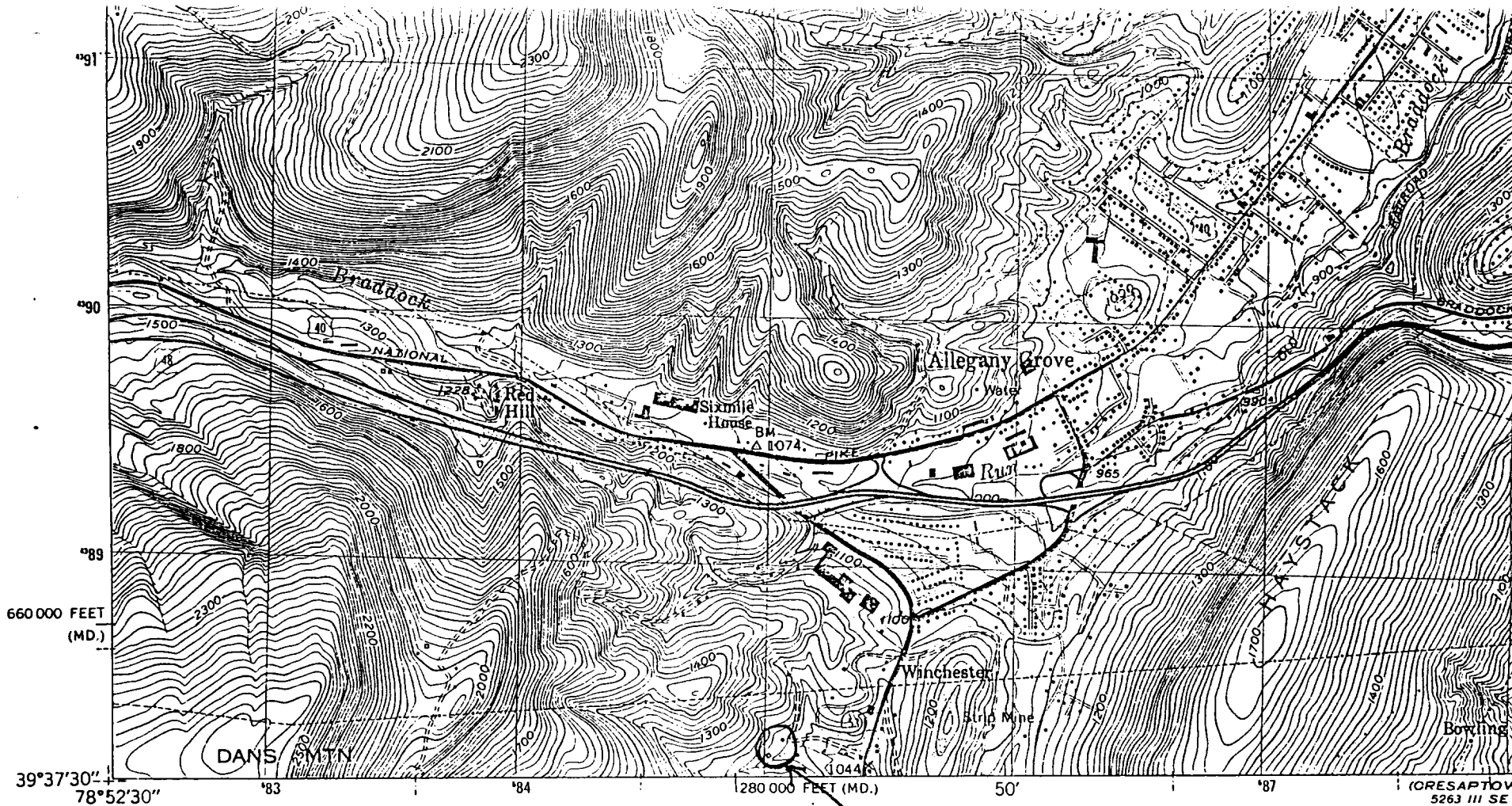
Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001

⁶ T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

⁷ Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

⁸ Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.



(LOWACONING)
5263 III SW

Produced by the United States Geological Survey

Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)

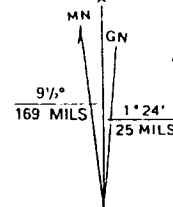
Projection: Maryland coordinate system
(Lambert conformal conic)

10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone 1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



UTM GRID AND 1999 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

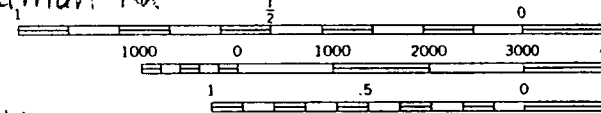
CUMBERLAND QUADRANGLE
LAVALE CELLULAR TOWER PROJECT
ALLEGANY CO., MD

13901 Speelman Rd

LaVale, MD

AL-Y-B-116

SCALE 1:24 000



CONTOUR INTERVAL 2
NATIONAL GEODETIC VERTICAL
TO CONVERT FROM FEET TO METERS, 1

THIS MAP COMPLIES WITH NATIONAL MAP
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SY



AL-V-B-116

Julius Gruberstein Farmhouse

13901 Spalman Rd. Lurale, Allegany Co. Md

2/01

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

photo by P. Reid

Paula S. Reid & Assoc. Inc.

Hagerstown, MD

neg. loc. MHT

NW view

#1 of 1

AL-V-B-116
Julius Grabenstein Farmhouse
Grabenstein Road, LaVale
1890's

In 1891 Julius Grabenstein, the original owner of this farmhouse, bought a thirty-one acre tract of the Spealman Farm. It is probable that his family inhabited the old Spealman Log Farmhouse before this large frame house was built around the turn of the century. It is typical of larger frame farmhouses built in central and western Allegany County around the turn of the century. The building has a high hipped roof with dormers, pedimented entrances and windows, and leaded glass transoms.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Julius Grabenstein Farmhouse

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Grabenstein Road

Sixth

CITY, TOWN

LaVale

CONGRESSIONAL DISTRICT

STATE

Maryland

VICINITY OF

COUNTY
Allegany**3 CLASSIFICATION**

CATEGORY

☒ DISTRICT
☐ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED☒ STATUS☐ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
☒ ACCESSIBLE
☐ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☒ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER**4 OWNER OF PROPERTY**

NAME

Michael Winstanley

Telephone #: 729-1648

STREET & NUMBER

Route 5 Box 364

CITY, TOWN

Cumberland

VICINITY OF

STATE, zip code

Maryland 21502

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
REGISTRY OF DEEDS, ETC.

Allegany County Courthouse

Liber #: 212

Folio #: 686

STREET & NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE

Maryland 21502

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

AL-1-E-116

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Julius Grabenstein Farmhouse is located on Grabenstein Road in LaVale.

The building, in original condition, consists of a square two and one-half story, three bays wide frame structure with clapboards. It rests on a high foundation of poured cement with a plain water table. The high hip roof is covered with slate shingles and snow birds. Two dormers, on the east and west, have hipped gable roofs. Eaves consist of boxed cornice, soffit, bed mould and frieze. One interior brick chimney with a corbeled cap is original.

The pedimented main entrance in the center of the eastern facade has a one light transom. The door has original hardware and one light with carved wooden trim. Windows of the eastern first floor are pedimented one light with leaded glass transoms. Other windows are pedimented one over one lights with wooden slipsills. The hip roofed front porch has four roman doric columns on pedestals. A shed roofed porch on the west has been enclosed.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Julius Grabenstein, the original owner of this house, bought a thirty-one acre tract of the Spealman Farm, including the old log house, in 1891. (1) (see AL-V-B-115). It is probable that his family inhabited the log house which is known in one deed as "the old home place of Julius Grabenstine", before the large frame house was built around the turn of the century. (2)

This house is typical of larger frame farmhouses built in central and western Allegany County around the turn of the century. It has a high hipped roof with dormers, pedimented windows and entrances, and leaded glass transoms above the first floor front windows. It is a reminder of the cultural awareness of the earlier rural residents of Allegany County.

(1) Allegany County Land Records, Liber 71, Folio 193

(2) Ibid Liber 502, Folio 589

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Allegany County Land Records

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .46 Acre

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

David A. Dorsey, Historic Sites Coordinator

ORGANIZATION

Allegany County Historic Sites

DATE

June 8, 1979

STREET & NUMBER

3 Pershing Street

TELEPHONE

777-5944

CITY OR TOWN

Cumberland

STATE

Maryland 21502

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

INVENTORY NO: _____

DATE: _____

REMODELING: Drastic, moderate, minor

NAME OF PROPERTY: _____

LOCATION OF PROPERTY: _____

DIRECTION DWELLING FACES: _____

NAME OF OWNER: _____

ADDRESS: _____

STORIES: 1() 2() 3() 4() 5() 6() BAYS: 1() 2() 3() 4() 5() 6() 7() ()

WINGS, ADDITIONS: _____

DWELLING SHAPE: (square, cross, rectangular)

WALL CONSTRUCTION:

- () FRAME: Bevel, clapboard, weatherboard, wood shingles, board & batten (type?)
() BRICK: Bond type - common, English, Flemish. Sketch variants.
() STONE: Bond type - rubble, ashlar (random or regular), quoins-plain, rusticated
() LOG
() OTHER: Coverings

WALL FEATURES: Belt Course, Pilasters, Others

FOUNDATIONS: High, Low, Brick, Stone

WATER TABLE: None, Plain, Beveled, Moulded Brick

WINDOWS, TRIM, SHUTTERS: 1/1() 2/2() 6/6() 9/6() 9/9() other()
pegged() nailed() wide() narrow() mitred() pediment()

ENTRANCE, DOORS: LOCATION: _____
HARDWARE: original() replaced()
FAN LIGHT, TRANSOM, SIDE LIGHTS, PLAIN
Paneled, Vertical, Horizontal Boards

CORNICE, BARGE, EAVES: (crown, fascia, soffit, bed)
original() replaced() rafter ends, modillions, dentils, frieze, architrave

ROOF: Gable front, Gable flank, Hip, Shed, Mansard, Gambrel, Flat, Dormers # _____

MATERIAL: wood shingles, slate, tin, asphalt; original() replaced()

PORCHES: SHAPE OF ROOF - shed() hip() gable()

CHIMNEYS: Number: _____ Brick() Stone() Corbeled() original() replaced()
Location: Flush end() Inside end() Outside end() Central() Interior()

ARCHES: Door & Windows: Keystone, Flat, Segmental, Semicircular

COMMENTS:

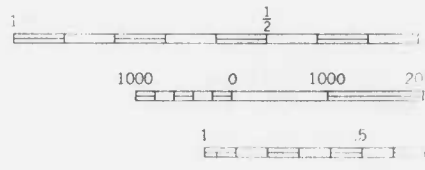
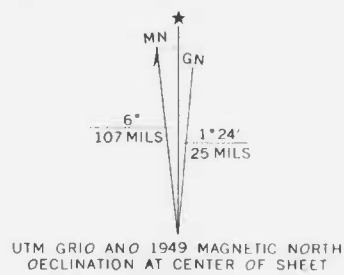
USE: _____

SIGNIFICANCE: _____

DATE CONSTRUCTED: _____



Mapped, edited, and published by the Geological Survey
 Control by USGS and USC&GS
 Topography from aerial photographs by multiplex methods
 Aerial photographs taken 1947. Field check 1949
 Polyconic projection. 1927 North American datum
 10,000-foot grids based on Maryland coordinate system,
 Pennsylvania coordinate system, south zone, and
 West Virginia coordinate system, north zone
 Red tint indicates area in which only
 landmark buildings are shown
 Contours in strip mine areas compiled from 1947 photography
 Broken contours indicate strip mining
 subsequent to photography
 100-meter Universal Transverse Mercator grid ticks,
 zone 17, shown in blue



THIS MAP COMPLIES WITH
 FOR SALE BY U. S. GEOLOGICAL SURVEY
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS
 THIS MAP IS AVAILABLE FOR SALE



A2-U-B-116

JULIUS GRABENSTEIN FARM
GRABENSTEIN RD CAVALLE
DAVID A DORSEY

10/2/78

SOUTHWEST



AL-V-B-116
JULIUS GRABENSTEIN FARM
DAVID A. DORSEY

10 / 2 / 78

NORTHEAST